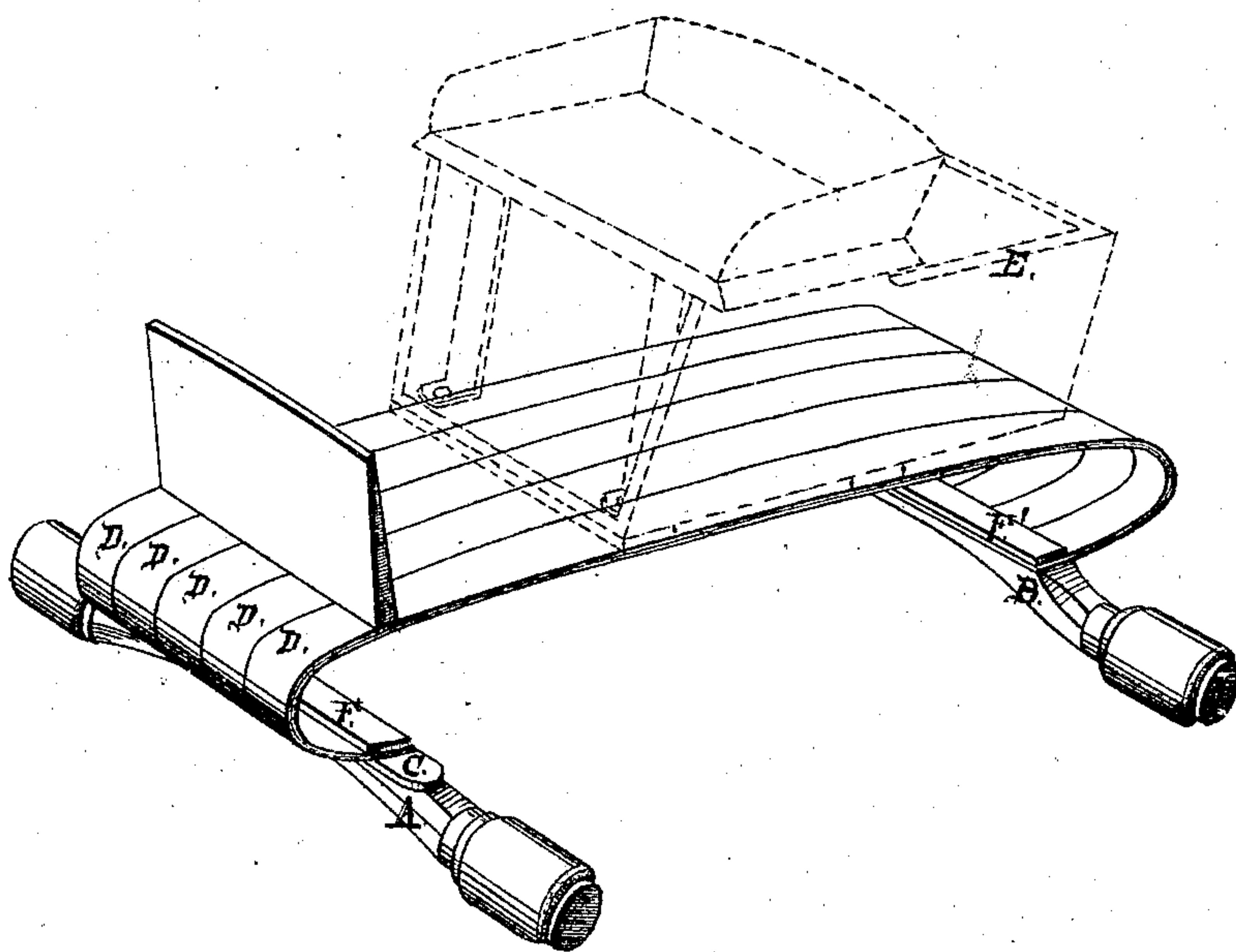


L. L. GORDON.

Wagon Spring.

No. 99,771.

Patented Feb. 15, 1870.



Attest.

John Puhlandt
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Inventor.

L. L. Gordon
Per Attorney
Thos S. Sprague

United States Patent Office.

LEWIS L. GORDON, OF DETROIT, MICHIGAN.

Letters Patent No. 99,771, dated February 15, 1870.

IMPROVED WAGON-SPRING.

The Schedule referred to in these Letters Patent and making part of the same

To whom it may concern:

Be it known that I, LEWIS L. GORDON, of Detroit, in the county of Wayne, and State of Michigan, have invented a new and useful Improvement in Wagons; and I do declare that the following is a true and accurate description thereof, reference being had to the accompanying drawings and to the letters of reference marked thereon and being a part of this specification.

The nature of this invention relates to an improvement in the construction of that class of vehicles known as "buck-board" wagons, and consists in a wagon body composed of a series of C-shaped springs, of elastic wood, steamed and bent into form, placed closely side by side so as to present a uniform surface everywhere, and secured to the rear axle and to the front bolster, respectively, by means of riders fastened to the same, the whole forming an elastic body upon which any proper kind of seat may be placed.

In the drawings—

A represents the front, and

B the rear axle of a wagon.

C is a bolster connected to the front axle in the usual manner.

D D are a series of elastic wooden slats steamed and bent into the form of C-shaped springs, placed closely side by side so as to form an elastic bottom, uniform in surface everywhere. These slats should be made of thin and pretty broad pieces of wood.

The front ends of these slats are secured to the

bolster C by means of a rider, F, which in turn is secured to said bolster by proper bolts and nuts, and rigidly confines said ends between said rider and said bolster.

The rear ends of the slats are in like manner secured to the rear axle B by means of the rider F'.

Upon this elastic bottom, thus constructed, any suitable seat, E, may be placed, which seat, however, should rest upon cross-pieces as wide as the said bottom. If needed, a reach in the usual way may extend from the rear axle to the front bolster.

The advantage of this invention consists in its cheapness and simplicity, being easily made by ordinary workmen with common hand tools.

I am aware that slats of elastic wood have been used in bed-bottoms and in wagon-springs, and I do not pretend that I have invented such springs; but

What I do claim as my invention, and desire to secure by Letters Patent, is—

In buck-board wagons the combination of the wooden springs D placed closely side by side, with uniform surfaces above and below, with each other, and with the riders F and F', when each of said parts is constructed as described, and all are arranged to operate as and for the purpose set forth.

LEWIS L. GORDON.

Witnesses:

H. F. EBERTS,

JAS. I. DAY.